

Advertiser's Page of Sports

HINTS FOR YACHTSMEN

The interest in yachting has been so great that there are now hardly a dozen boats out of commission in New York harbor. Everywhere we hear yacht talk and the buyer is somewhat led to believe that all yachts must be of considerable value after listening to what some experts have to say in regard to their selection.

It might not be too much to say that the asking price of a boat is about two to three times as much as will be accepted. Yachts are not all solid. The prospective buyer should select his purchase, but, taking care to go through the vessel and satisfy himself just how much he will give for it.

In the first place a vessel built of wood is over twenty years of age had best be considered at any price. After a boat has been built so long as that she is not strong. There may be much good in her, and there will be many who will insist that she is as sound as the day she was built. Do not touch her.

On the other hand, there are many vessels so poorly built of bad material, carelessly put together, that there is danger in having anything to do with them. They will be as apt to open as a tin can and can never be trusted.

A vessel that is to be a source of pleasure and health should be strongly built of good material. This point can be settled by examining her and observing the class of work done in her interior. If her hanging knees are well bolted and are of good hickory or live oak, her deck beams sufficiently heavy and sound, her deck planking of good pine without soft spots or discoloration at the bolts, it will be fair to presume her bottom and timbers are in keeping with the rest of her and an examination can be made.

Her timbers should not be too light if they are meant to carry sail. They should be rather heavy and not spaced too far apart and they may be tested by boring into one or two with a small auger both above and below the waterline.

Should the tool bring forth punk instead of chips no further trouble need be caused the owner unless he will part with the ship for very little money. The owner of a vessel will generally start to look over the quarters or about the rigging although there is no place where rot will not occur if the wood is not properly and not salted properly in the ships.

Now the waterline the wood often becomes rather soft, but not necessarily so. If it still has a grain in it it is well to hope for something better in another timber. If, however, the timber is black and soft and the chips from the auger spongy, let the owner have the ceiling plank back in its place and tell him he has a vessel you would not possess—for nothing.

As to the bottoms of oak planked vessels, the planks often "burn" black and soft to a considerable depth on the outside exposed to the sea. They are as firm as when new. Don't let a vessel that has "burned" too deep. A little will not hurt her much, but a medium there is nothing but a shell between the devil—I mean the owner—and the deep sea.

The stern frames do not go quickly on any vessels. They will often be as good as new, therefore a short examination will suffice and it will not be necessary for the seller to knock a hole in her, except when a plank is soft.

A soft plank is not necessarily enough to condemn a ship. Few vessels of a dozen years of age can boast of being clear of rot, for where they can be cut out another sound one bolted in place is a good thing. The vessel suffers by the operation. The mast can only be guessed at with a knife.

ALL EVENTS ARE POSTPONED

Today being Memorial Day, the following local sporting events have been postponed:

Pacific Tennis Club's invitation tournament.

Winter League baseball game.

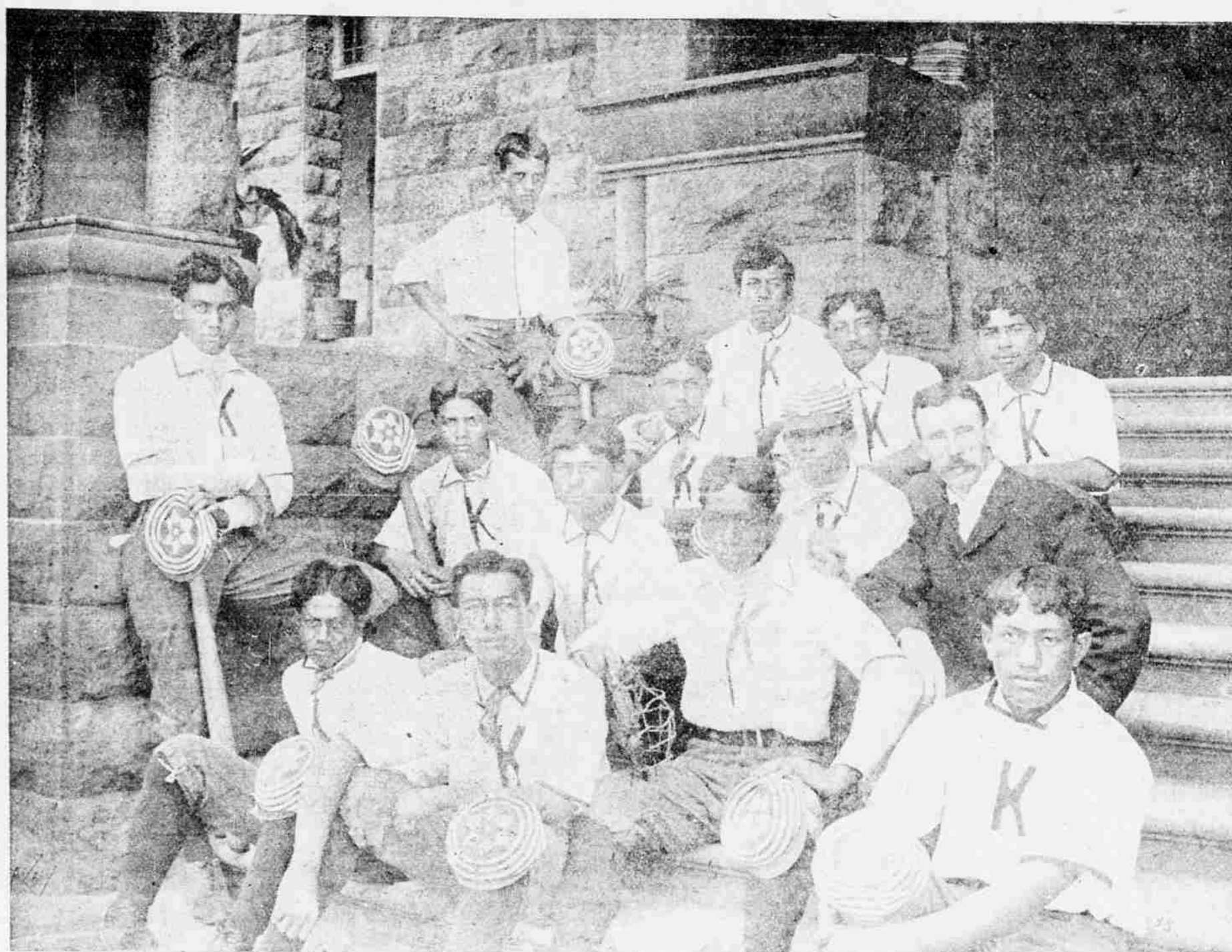
Malle Ilmas' practice football game with H. Hackfeld & Co.

more or less certainty, according to the surveyor's knowledge of white pine, spruce or Oregon. The last is, par excellence, the wood for a yacht's sticks. It is very light, soft and strong, with enough resin in it to keep it a long time. Polished and varnished it resembles yellow pine in outward appearance, but it is a very different wood indeed.

For cruising in Southern waters oak planking is not so good as yellow pine, while it is often better in the cold waters of the North, where it will not ferment so rapidly. A vessel in tropical waters should have a salt streak, a ceiling plank left off next the deck so she can be kept sweet. It is also best to copper them on the outside to above the water line, unless they are hauled out at least every two months and receive a heavy coat of copper paint. For the teredo, the ugly salt water worm that bores into all unprotected wood, will certainly get into the keel garboards and then there will be trouble.

As to the rigging, that question is easily settled. All once aboard a yacht should be new unless galvanized. There is no economy in frayed hemp or manila, and the wire rigging once rusted will never cease to "run red" after each rain. It will use up much paint or oil keeping it down. Good manila will last a whole season and often two, unless, as in the case of headstays, they are frayed by more than ordinary clewage.

Steering gear should be of a modern order and in good condition. Also some attention should be paid to the windlass bits and the anchors and cables, although these accessories may not always form part of a purchase. Do not be afraid of getting too much good galvanized chain to two good anchors.—T. Jenkins Haines, in New York Sun.



Kamehameha School Baseball Team, Winners of This Year's Interscholastic Championship.



W. E. Wall, President of Healan Yacht and Boat Club, Who Has Done Much for the Cause of Rowing in Hawaiian Islands.

ACTIVITY AMONG GRIDIRON MEN

The Malle Ilma Athletic Club football team is practicing diligently, and some very good work is being done. The team will undoubtedly be stronger than last year. Practice takes place every afternoon on the soft ground immediately in front of the Honolulu Iron Works at Kakaako.

Carlo Long and Prince Cupid have recently joined the club, and should prove valuable acquisitions, especially the latter, who possesses an enviable record as an athlete.

The first practice game takes place next Saturday at Makiki, and will be against a team made up of employees of Hackfeld & Co.

The line-up of the Malle Ilmas will probably be: Chilton, center; Eugene Allen, left guard; Weaver, left tackle; McCarriston, left end; J. S. Ellis, right guard; W. Wright, right tackle; Belser (captain), right end; B. Clark, quarter back; R. King, fullback; V. Fernandez, left halfback; F. Wright, right halfback; Prince Cupid, Carlo Long, J. Alameda, substitutes.

The Honolulu Athletic Club so far has not done much in the way of football practice. The difficulty has been in getting men out to practice, and as a rule, only four or five turn out for schooling work. A. R. Cunha, it is understood, will play center, and David Dayton and John Wise may be on the line.

The police department will have no football team. Deputy Sheriff Chillingworth said yesterday that the men are paid salaries for doing certain work, and that the public is entitled to their services. If a man were in-

jured he would have to pay his own doctor's bill, as the department would not recognize the misfortune for a man who was incapacitated otherwise than in the discharge of his duty. No man on the force will be allowed to play on another team unless he does so at his own risk.

The extended schedule of the Winter Baseball League is seriously threatening football prospects. According to present arrangements the clubs in the league have fourteen more games to play. This will drag the season out until in the new year. Either the latter series of six games should be done away with, or two games should be played every Saturday. In the former case each club would then have played every other club in the league twice. Should the schedule as it now stands be played out, there will be no league football this year, and the baseball season will fizzle out lamentably.

R. A. Jordan, captain of the Honolulu Cricket Club, returned on the Aorangi from a visit to his relatives in Australia.

NO TENNIS TODAY.

The final round of the Pacific Tennis Club's invitation men's doubles tournament, played yesterday afternoon, was not completed on account of darkness. The players were W. F. Dillingham and W. Roth against E. R. Adams and A. T. Brock. Each side had a set to their credit when the match was postponed. There will be no tennis this afternoon.

At a meeting of the Winter League, held last night, it was decided to play the two concluding games of the first round next Saturday.

SPORTING NEWS FROM OVER SEAS

Dr. H. E. Rowell's string of racers has been sold in Chicago. Mulay brought \$2,500, St. Outright \$1,500, Alce \$500 and The Phoenixian \$300. Dr. Rowell is very ill.

Jockey Johnny Wood has signed with John W. School for another year; consideration \$8,000.

Good Hope, of Caesar Young's stable, may never race again.

Goldsmith won the \$15,000 junior championship stakes for W. C. Whitney at Gravesend.

Crocus and The Robott will race at the Readville track today for the \$20,000 stake offered by Thomas F. Lawson, the winner to take all.

On September 21st Boralma was to have raced Lord Derby at Boston for \$10,000.

On October 8th, at Lexington, Ky., The Abbott will try against Boralma for a purse of \$20,000.

Racing has started at the Oakland track.

Leonard Loring has been disqualified for the \$24,000 Great Elly stake, and the race given to W. C. Whitney's Blue Girl, who was beaten by a short head. Irregularity of entry was the ground.

The American Turf Congress has been superseded by the Western Jockey Club.

Jim Jeffries lost \$100 by failing to stop Hank Griffin in four rounds at Los Angeles. Jeffries weighed 230 pounds. Five thousand people witnessed the race.

Harry Corbett, the brother of Jim Corbett, may referee the Jeffries-Rudin match.

The sporting writers give Jeffries somewhat the worst of his go with Hank Griffin. The champion could not reach Griffin. Jeffries' next appearance in the ring will be with Joe Kennedy.

George Gardner's hand is said to be troubling him, and he may not be able to fight Walscott in San Francisco.

Frank Cramer is now the professional cycling champion of America.

Jimmy Michael is riding in his old-time form. He defeated Bobby Walthour in a fifteen-mile single motor-paced bicycle race at Madison Square Garden. The time was 24:32, a new record for fifteen miles indoors. The former figure was 24:43. All records from the eleventh to the fifteenth mile, inclusive, were broken.

Stanford men are at war with the faculty and all athletics may be called off. The freshmen game with the Lowell High School has been abandoned.

Kenneth Hamilton has been elected captain of the Reliance Club football team of San Francisco.

The trial games between the athletes of Harvard and Yale were to have taken place last Saturday at Berkeley Oval.

MYRTLE MAN HEARD FROM

Editor Advertiser:—In reference to an article in Friday's issue on the senior barge race by "Fair Play," I would crave space for a few words on the same question. "Fair Play" is decidedly a staunch though narrow minded supporter of the blue. He quotes rules that suit his side of the case, but there are others who know a few rules besides himself. He quotes no rule about coaching, and coaching was done to quite an extent, and that statement no one can deny that was within hearing of the Healan coach's voice.

Rule 17 of the Hawaiian Rowing Association, says:

"No boat shall be allowed to accompany a competitor for the purpose of directing his course, or offering him assistance. The boat receiving such direction or assistance shall be disqualified, at the discretion of the judges."

I do not say that the Myrtles ought to win the race on such a technicality as that, but at the same time, it might, with some judges, have cost the representatives of the Healan club the race they strove so hard to win.

Both clubs, I am sure, are too good a class of sportsmen to take a race on any such protest, for it would be a great blot on any future meeting and would always rankle in the sides of the losers. But still if rules are drawn up, no matter how hard it may seem, they should be obeyed to the letter.

Rule 15 of the Hawaiian Rowing Association reads as follows:

"In case of a foul, the judges shall have the power (a) to place the boats (except the boat committing the foul, which is disqualified) in the order in which they came in; (b) to order the boats engaged in the race (other than the boat committing the foul) to row over again on the same or another day; (c) to restart the qualified boats from the place where the foul was committed."

Take section (b) of that rule, and no one who knows anything of races and judges can say other than that the judges clearly neglected their duty and destroyed the confidence that is placed in men who hold such important positions. It was their bounden duty to impartially state who was in the wrong, and render their decision accordingly, and not throw the whole matter over as they did. What use is a judge who will not render the proper decision at the right time? (All due respect to the judges of Saturday's regatta, of course.)

According to rule 15 there was and is no way out of the question, except to decide who was right and who was wrong; and I for one heartily endorse the stand taken by Captain Will Harris in the matter.

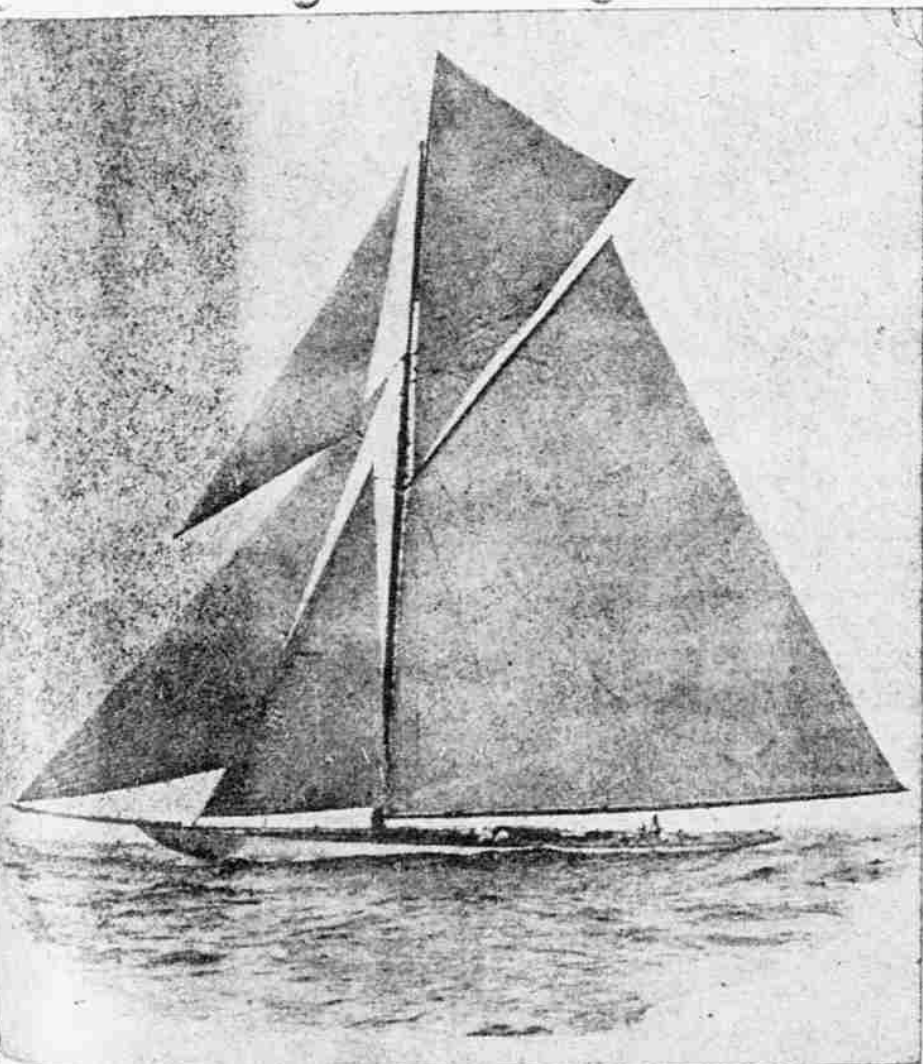
It will never give any satisfaction now to race again. On that day the men were fit and able to row their best, and it would take weeks of careful and hard work to get them back into the same condition. Training is no joke, and there are some who could not, if they wanted to, get into form again. However, that is neither here nor there. I only write these lines to remind "Fair Play" that he should give both sides of the question, and not quote rules that just suit his case, but be impartial in the whole matter.

As far as quoting the superiority (I) of the Healan, he might have been more impartial in that question. If it comes to quoting races they have won, why not publish a record from the time when the two clubs first met, and give all the respective races and winners? Then see who will have the word "Won" after their name the most times.

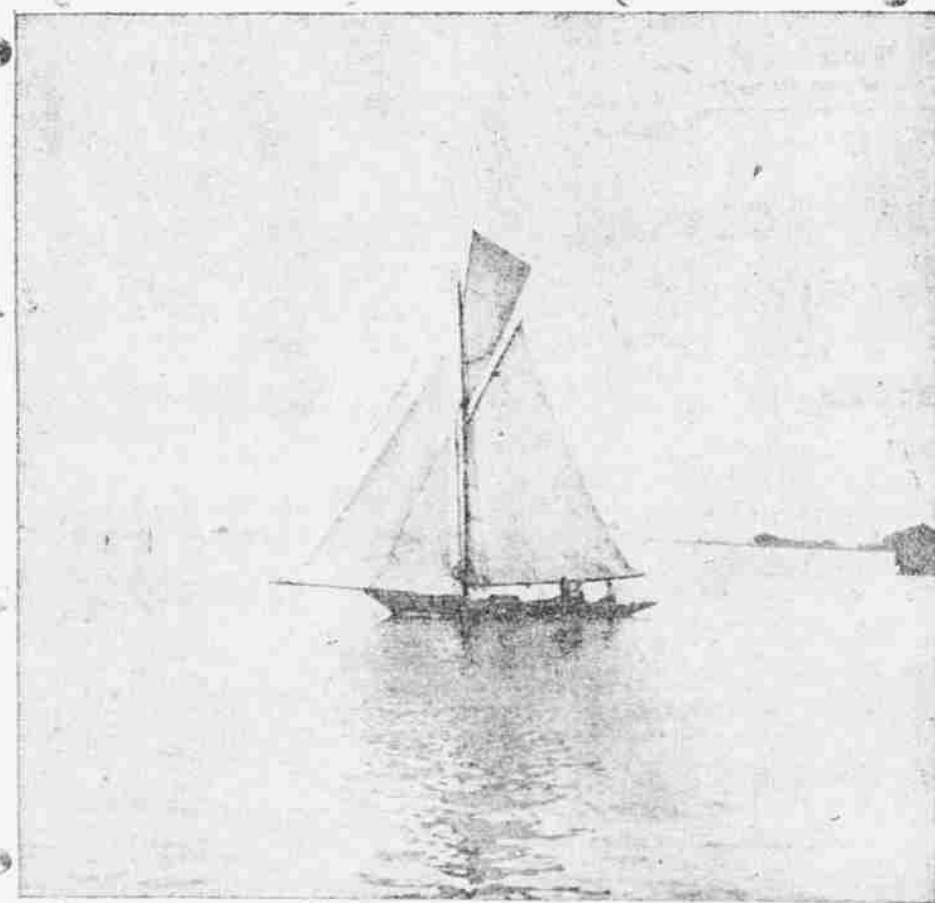
"Fair Play's" arguments and words tend to throw discredit on a club that has in every way a splendid record. Saturday for one instance: Four starts, one race disputed and first in three others. Don't bring up past records, "Fair Play," because they will make you think.

Personally, I regret the whole matter has come about, and as I always say, a race is never won till it is finished. It is to be regretted that the race could not have been fought out to the bitter end without trouble. It is to be hoped that next year different arrangements will be made regarding flagging the course, and also regarding the judges' stand and its position.

In conclusion, I would like to say from an unprejudiced point of view that I firmly believe that the final effort of the Myrtle boys (in spite of the speed of their opponents at the time) would have just about done the trick in Saturday's race. The race was planned by both captains and coaches after their own ways of thinking, and as I know to a certain extent from observation and from bits of information on each side what I am talking about, I do not hesitate to give my humble opinion, while at the same time don't wish to interfere with the opinions or thoughts of anyone else. "NOT A MEMBER OF EITHER CLUB."



The Columbia Which Successfully Defended the America's Cup in 1899, and Which Has Been Chosen to Defend the Trophy This Year Against the Shamrock II.



The Mary L. (Bonnie Dundee) Winner of the Race for First Class Yachts on Regatta Day.